



TUGS & TOWING NEWS

DINTELSTROOM IS SAFE TO FALKLANDS



The voyage of the tug **Dintelstroom**, towing the pontoon **MP 3002**, from the Netherlands to the Falklands is conducted differently than planned, but she has reached her destination safely. On November 6, 2009 the hand over of the 3344 hp tug **Dintelstroom**, a Damen Shoalbuster 3009, and the multifunctional work pontoon **MP 3002** took place in Hardinxveld. Both are built for a British Defense Contract. Plan was to

leave on own power from the Netherlands to the Falklands. A non-stop journey of 7025 miles, with bunkers, for the tug, loaded in the **MP3002**. But the weather was against. On November 23 the transportation, under the command of Captain Peter van Wijngaarden, departed from Hardinxveld via the inland rivers to Flushing and could start her sea voyage only three days later. Because the weather in the Channel has deteriorated, it was decided to shelter in Portland. On December 3 the journey could be resumed. The sea was still restless and till the south coast of Portugal a strong wind maintain. Continuously boxing against the waves a lot of extra fuel was consumed. The first bunker stop was planned under shelter of Ilha de Sao Nicolau, one of the Cape Verde Islands. An additional bunker stop was made in Victoria; Brazil, were the last quantity of diesel was taken for the remaining 2100 miles. On January 9, Mare Harbor was reached on the Falkland Islands where both vessels are now operational. *(Source: Schuttevaer; Photo: Leen van der Meijden)*

TUGS SOLD

The **DMS Falcon** has been sold to Marineco UK Ltd., Edinburgh, a new name is not known at this moment. The **Wolf** of Bugsier has been sold to Stad Sjøtransport A/S, Svelgen, the new name is **Stad Wolf**. The **Svitzer Brightwell** (TT&O-08) was handed over to Svitzer Lisboa, her new name is **Svitzer Sines**. *(Source: Leon de Hoop)*

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45 TONNE BOLLARD PULL ASD TUG DELIVERED

"**Soco**" (ex-*Ulupinar VIII*), the third of three newbuilding Robert Allan Ltd. design 45 tonne bollard pull compact ASD tugs, has been delivered by Sanmar Denizcilik Makine of Istanbul, Turkey to Caucedo Marine Services, Ltd. of Boca Chica, Dominican Republic. Caucedo Marine owns the sister-tug "**Haina**" which was delivered in 2008. The "**Soco**" will be fully operated by Remolcadores Dominicanos, owner of the sister-tug "**Nizao**" built last year. The 24.4m x 9.1m x 4.0m "*Ulupinar*" series tugs are powered by a pair of CAT 3512TA diesels developing a total of 3,300BHP at 1,800RPM to aft-mounted US-155 fixed pitch Rolls Royce azimuthing drives. "**Soco**" is named after a river in the eastern part of Dominican Republic. The RINA C+ Hull & Machinery classed tug is fitted with Rolls-Royce Rauma Brattvaag hydraulic towing winches fore and aft, Data hydraulic 8" towing pins and a Data hydraulic 45 tonne SWL quick-release tow hook. Two Volvo-Penta diesel generators provide electrical power. A representative of Marcon International, Inc. of Coupeville, WA, who brokered the construction of the three ASD tugs, attended the sea-trials and handover of the tug. As with the previous two sister-tugs "**Haina**" and "**Nizao**", the new Owners are sailing the "**Soco**" on it's own bottom over 5,300 nautical miles from Tuzla, Turkey to Santo Domingo, where she will be employed primarily in ship assist work. Sanmar, still a family-run firm, was founded in Istanbul in 1976 and in 1978 began operating tugs, mooring and pilot boats of the BOTAS Pipeline Corporation located in Southern Turkey. Sanmar first became involved with new construction in 1982 and the first tug of Sanmar's own fleet, the "**Sanmar I**" was built in 1990. "**Soco's**" sister-tug, the "**Max**" was also recently delivered to Hans Schramm & Sohn of Germany. Sanmar has built over 80 tugs with over 50% of the vessels sold internationally. Sanmar-built tugs can be found in fleets world-wide in Italy, Norway, Russia, Germany, Mexico, U.K. France, Martinique and Dominican Republic. Several newbuilding tugs from 30 tonnes up to 65 tonnes bollard pull continue under construction. Remolcadores Dominicanos is a thirty-seven year old, privately owned harbor and deep-sea towing company operating a fleet of over a dozen tugs between 400 and 5,500BHP, three line-handling launches and a number of tank barges based at ports in the Dominican Republic and offering coverage of the Caribbean Sea, Southern Bahamas islands and adjacent North Atlantic waters. Founded in 1973 in the port of Santo Domingo by the two leading shipping agency firms Baez & Rannik and Frederic Schad, Remolcadores Dominicanos began life with one 1200HP World War II, ex-U.S. navy diesel electric tug, the "**Saona**" (ex-*YTB 389*) which served the company reliably until the end of 1989. Marcon International, Inc. has sold Remolcadores



Dominicanos and Caucedo Marine Services, Ltd. several other tugs and tank barges over the years, in addition to these three newbuildings. *(Source & Photo Marcon International Inc)*

WRAPPING UP THE HEADLINE



Originally named **Glenwood** and built at the Ira S. Bushey & Sons Shipyard in Brooklyn, NY in 1965 for their own Red Star Towing Co., the name was changed to **Cheyenne** in 1970. Still going strong at 45, **Cheyenne** is seen here making up to and moving a scow at a construction job at the Amoco-Carteret terminal on the Arthur Kill. This type of tug is known as a canal boat,

designed with a short funnel and a wheelhouse that lowers hydraulically (to the bottom of the windows) to allow them to fit under the low bridges of the New York State Barge Canal. *(Source: Towmasters)*

DIAMOND OFFSHORE DRILLING CONTRACTS FAIRMOUNT SHERPA

Diamond Offshore has contracted the Dutch flag oceangoing tug 16,320 hp and 205 tons bollard pull **Fairmount Sherpa** (Imo 9315563) and call sign PBNF for the towage of **SSDR Ocean Courage**. This Rig will be towed from the USGOM to North Brazil. After the contract was signed, Fairmount Sherpa immediately started mobilizing from Trinidad towards Fourchon over the weekend. The voyage is expected to last approx 35



days. "We are happy that both in times of crisis or of plenty, Blue Chip companies opt for quality" says CEO Albert de Heer. *(Source & Photo: Fairmount)*

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BARGES SINK AFTER TOWBOAT STRIKES OHIO RIVER'S CAIRO BRIDGE



(PADUCAH, Ky.) -- The U.S. Coast Guard is responding to an allision involving the towing vessel **Alice I. Hooker** and the Cairo Bridge on the Ohio River at mile marker 980.4 near Cairo, Ill., Monday. Coast Guard Sector Ohio Valley received a report from a crewmember aboard the towing vessel at approximately 1:45 p.m., Monday, reporting that the **Alice I. Hooker** struck the Cairo Bridge while pushing 27 barges. The Coast Guard dispatched a marine inspection and investigation team from Coast Guard

Marine Safety Unit Paducah to the scene to assess damage and determine the cause of the incident. River traffic was temporarily suspended due to two empty open hopper barges that sank near mile marker 981 at the confluence of the Ohio and Mississippi rivers. The river has reopened to vessel traffic. The Coast Guard is investigating the cause of the incident and will continue to monitor salvage operations. No pollution or injuries were reported. *(Source: Coast Guard News; Photo: Capt. Billy Smith)*

TUGBOAT SINKS IN ST. MARYS RIVER

The tugboat that was reported sink in the St Marys River in the last weeks TT & O issue nr. 8 were the **Adanac**. She was built in 1912 then rebuilt in 1998. She was 80ft 3in. in length and 19ft wide. The info from Jan van der Doe came from Purvis Marines website. There is a picture of her. Too bad Purvis keeps their boats in top notch form. *(Source: Jan van der Doe)*



WASHBURN & DOUGHTY DELIVERS LNG ESCORT TUGS



Shipbuilder Washburn & Doughty Associates, Inc. of East Boothbay, Maine recently delivered the **Loretta B. Moran** to Moran Towing of Lake Charles, LLC. The 98 ft, 6,600 hp, Z-drive tug is the sister to the **Catherine C. Moran**, which was delivered in November 2009. Both tugs

will provide tug services for Sempra LNG's new Cameron LNG terminal, located near Hackberry, Louisiana. Construction on the two tugs began soon after the July 2008 fire that destroyed W&D's main construction building. The vessels were built outdoors through the winter in the company's East Yard. Constructing the vessels in the East Yard necessitated launching both vessels using a crane, which had never previously been done at W&D. Donjon Marine of Hillsdale, N.J., provided the Chesapeake 1000 for both launches. **Catherine C. Moran** and **Loretta B. Moran** each measure 98 ft x 37 ft x 16 ft. They are classed ABS Maltese Cross AMS, Towing Vessel, Fire Fighting Class 1, Escort Vessel. They displace less than 300 gross tons and have a load line based on U.S. flag registry and USCG rules. The tugs are powered by two EMD 12-710G7C-T2 main engines each rated at 3,300 BHP at 900 rpm. The propulsion units are Rolls Royce model US255 Z Drives. They are equipped with stainless steel propellers measuring 2.8 meters. The propeller nozzles are lined with stainless steel. Bollard pull is 83.5 metric tons ahead and 78 metric tons astern. The vessels' FiFi 1 Fire Fighting Systems includes two skid mounted fire pump packages located in the engine room. Each consists of a Caterpillar C18, Tier 2 emissions certified, twin turbo marine engine and a FFS model SFP 250X350 HD pump. Each engine is equipped with remote start/stop and throttle control in the pilothouse and local start/stop and throttle control on the engine. Two FFS IM/FFS 1200LB electric FiFi 1 monitors are mounted on the aft upper deck. They are controlled from either the pilothouse or at the monitors. Total monitor capacity is 10,600 GPM for a distance of 400'. The Fire Fighting System also includes a deluge sprinkler system and eight fire stations located on the main deck. Both tugs are outfitted with two John Deere model 6068TFMGK-99, Tier 2 emissions certified 1800 rpm marine engines providing 99 kW 208 V 3 phase power. Under normal conditions one generator will be on-line for ship's service and the other will be on standby. The generators will be set up for automatic paralleling. In the event that the on-line generator fails, the standby generator will automatically start and go on-line and the generator experiencing the failure will automatically shut down. The main switchboards were provided by Industrial Power Systems (IPS) of Jacksonville, Florida and are located in the engine room. They are split bus type and provide for the automatic parallel operation of the generator sets, with shore power feeders and power distribution feeders. The vessels are equipped with Markey DESF-48 high performance ARR electric hawser winches forward and 15 HP Markey CEWC-60 electric hawser capstans aft. Schuyler Rubber of Woodinville, Wash., provided the fendering package. The bows are each covered with two courses of cylindrical fender up high with soft loop and wing type sub fender below. A course of D-fender, measuring 12 in x 14 in, is fitted at the main decks.

(Source: MarineLog)

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CORNELL PULL WOMAN FROM HUDSON RIVER

KINGSTON, NY. — Capt. Matthew Perricone of the tugboat **Cornell** says that when he spotted a woman who'd jumped from the Mid-Hudson Bridge in slushy Hudson River waters Sunday afternoon there was no question what to do. "When somebody is



in the water, you get them out of there," said Perricone, 29, of Valhalla. "When somebody needs help, you help them." So that's what Perricone and his crew aboard the **Cornell**, which docks at the city's Rondout waterfront, did. According to city of Poughkeepsie police, a woman jumped off the Mid-Hudson Bridge shortly before 1:45 p.m. The woman, who was not identified, was injured and transported to St. Francis Hospital in Poughkeepsie. Police were uncertain of her condition Monday, but said she had survived. Just after the woman jumped off the bridge, Perricone and his crew aboard the **Cornell** were traveling along the river near the Mid-Hudson Bridge. The tugboat had spent the day helping another tugboat cut through ice along the shores at Newburgh, Perricone said Monday. "We were coming home," Perricone said. But before they arrived in Kingston, Perricone said, he spotted the woman in a slushy spot about 30 feet from land on the Dutchess County side of the river. "We all thought that she was dead," Perricone said. The tugboat veered toward the woman and the crew prepared for a rescue. About 50 feet away from her, Perricone said, a crew member, Tim Ivory, had some news. "She had raised her hand up and (he) yelled, 'she's alive,'" Perricone said. Ivory, who is a skilled lineman, tossed a rope out to the woman and "it landed right on top of her," Perricone said. A portion of the slush had been cut away by the tugboat so the crew were able to pull the woman through icy waters, Perricone said. At that point, she was brought aboard and transported by other rescue workers to St. Francis Hospital. Perricone has been working tugboats along the Hudson River for about eight years. For the past three years, he has been captain and owner of the **Cornell**. Perricone said he has never participated in such a rescue, but doesn't consider it a deed of heroism. "I would hope that this would be something any good mariner would do," Perricone said. *(Source: By Paul Kirby Freeman staff – via Jan van der Doe)*

SMIT BELUGA LAUNCHED



On Friday 26th February, while it was raining cats and dogs, the DMPT 2500 design **Smit Beluga** from Smit Europe Transport was launched at the Damen Shipyards Gorinchem. The tug is the last in a series of three built under yard number 571613. With her sisters **Smit Bulldog** (yn 571611) and **Smit Buffalo** (yn 571612) the 28 tons bollard pull tug will operate from Rotterdam and are in management by Smit Vessel Management Services B.V. – Rotterdam. *(Photo: Thijs Viegiers)*

AHT BEVER UNDER CONSTRUCTION

On the Damen Shipyards Gorinchem was seen the Shoalbuster 3612 **AHT Bever** for Viegiers & Son Tugboatservices BV. The tug is built under yard number 571631 and expected to be delivered in May 2010. *(Photo: Thijs Viegiers)*



HIJACKED S'PORE TUGBOAT FOUND IN PHILIPPINES



A Singapore flagged tug hijacked off Malaysia three weeks ago has been found on a remote southern Philippine island, but the last of 12 crew members remains missing, the coastguard said on Friday. Local police found the 296-tonne **Asta** (Imo 9522984),

renamed **Roxy-1** beached on the north coast of the tiny island of Dinagat on Thursday, a coastguard statement said. Philippine navy officers boarded the vessel and detained a 19-year-old local man, who described himself as the boat's caretaker, it added. The tug was boarded by masked pirates armed with assault rifles and machetes on Feb 6 off Tioman island on the east coast of peninsular Malaysia while en route to Cambodia from Singapore with 12 crew members. Eleven Indonesians among the crew were set adrift on a life raft five days later and were rescued near a Malaysian navy post off Borneo island after surviving at sea for eight days. But the final crew

member, believed to be the chief engineer, was still missing, the coastguard said Friday. Philippine coastguard commander Admiral Wilfredo Tamayo said authorities would file 'appropriate charges' against an unnamed person identified by the detained man as the person who had instructed him to guard the beached tug. *(Source: AFP)*

TUG ROTTERDAM DELIVERS HS PIONEER

The 1975 built Dutch tug, call sign PHPO, **Rotterdam** (Imo 7402439) of Svitzer Ocean Towing delivered disabled *HS Pioneer* on Yantai Roads. After anchoring *HS Pioneer*, Rotterdam's duties were taken over by Chinese tug, call sign BSJG, **De Xiang** (Imo 9164952) of Yantai Salvage (a sister vessel of **De Hong**). The Rotterdam departed for Zhousan - China, via Mokpo for crew change and bunkering. Next towage for Rotterdam will be a dry dock to Equatorial Guinea. *(Photo : Capt Kees Pronk (c))*



OFFSHORE NEWS

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GEO REDERI SELLS SEISMIC VESSEL

A subsidiary of DOF in Norway, Geo Rederi, has sold a seismic research vessel to Exploration Resources II(EIR) in Bergen. EIR had previously chartered the vessel, **Geo Challenger**. *(Source: OSO)*

UNEXPECTED IN DURBAN



The offshore tug **Sanko Crocus** (2,450-gt, built 2009) made an unexpected call at Durban on the weekend to take bunkers a refuel. The recently built tug was towing an even more newly built accommodation barge, **African Lifter** (8,252-gt, built 2010), from Singapore to Angola where the Norwegian owner of the barge, Marine Subsea has a 5-year contract with Sonangol, the state-owned oil company. The tug and tow sailed again on Saturday morning, presenting this view as they progressed down the widened entrance

channel towards the open sea. *(Source: Port & Ship maritime: Photo: Terry Hutson)*

INGRID MCCALL FOR CAPE TOWN

The 2005 built U.S.A flag Crew/Supply boat **Ingrid McCall** (Imo 9348883) called Cape Town for bunkers. Next port of call Dakar. The supply boat is owned by Seacor Offshore LLC and managed by Seacor Marine LLC – USA. She has grt of 461 tons and 380 dwt with call sign WDC6407 *(Photo: Aad Noorland)*



POLARCUS TAKES DELIVERY OF NEW SEISMIC VESSEL

Polarcus Naila AS has taken delivery of the 12-streamer 3D seismic vessel **Polarcus Naila**. The vessel was built at Drydocks World – Dubai and will go to West Africa for Noble Energy Cameroon. The 88.8-m (291-ft), double-hulled vessel features Sentinel solid streamers, diesel-electric propulsion, high specification catalytic convertors, DP-2 dynamic positioning, and

advanced bilge water cleaning. *(Source: Offshore Magazine)*

GO COUGAR FOR BUNKER CALL IN CAPE TOWN



The Platform Supply Vessel **Go Cougar** made a bunker-call in Cape Town. She departed last Friday 26th. *(Photo: Aad Noorland)*

NEW FLAGSHIP STEMAT

The multipurpose vessel **Stemat Spirit** has completed an intensive test program. The pride of Stemat Marine Services Rotterdam was christened by the wife of Prime Minister Balkenende on March 6. The 90 meters long and 28 meter wide **Stemat Spirit** after delivery will be primarily used for laying power cables in offshore wind farms under the flag of Visser & Smit Marine Contracting. The hull of the vessel was built at the yard in Taizhou Xing-Gang China, after the



completion and equipment in the Netherlands has taken place. The **Stemat Spirit** is equipped with four Caterpillar 3512 diesels. Two of them are located in the stern to provide the drive of the two azimuth thrusters. The other two are in the bow and drive two retractable azimuth thruster units. The complete installation is linked to a Class 2 dynamic positioning system. The ship also has a bow thruster in a tunnel. Free sailing a speed of 10 knots can be achieved. Besides the dynamic positioning system, the **Stemat Spirit** also provides a system with six points mooring Delta flipper anchors. Remarkable is the large deck with an area of 1500 square meters. Before the start of the trails on deck of the vessel the sheerleg Matador 3 installed a 440-ton cable carousel. On board there is accommodation for sixty people. The 6209 dwt vessel has made trails both in the Europoort and the North Sea and finally in the Caland Canal, near the 5th Petroleumhaven, carried out pull tests. The ship will sail under the Dutch flag with homeport Rotterdam. *(Source: Schuttevaer-PAS; Photo: Stemat)*

NORWEGIAN OWNER TO SEARCH FOR MISSING AIR FRANCE PLANE

The Norwegian shipping company Seabed AS will soon begin the search for the missing Air France plane that crashed into the waters off Brazil on June 1 last year, with 228 persons onboard. After the accident the French Safety Investigation Authority launched an international bidding round, and the authority picked out Seabed AS as one of its partners. The wreck is believed to lie at a depth of 3,000 to 4,000 meters. Seabed's purpose vessel **Seabed Worker** is already in the area and the search is expected to last between one and two months. The vessel is equipped with ROV and AUV, the latter one is capable to operate down to a depth of 6,000 meters. An important task is to find the aircraft's Cockpit Voice Recorder (CVR) and Flight Data Recorder (FDR). After the accident, parts of the wrecked plane were found some 650 kilometers north east off the Brazil coast. *(Source: Shipgaz-Pierre Adolfsson)*



YARD NEWS

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USD 107 MILLION IN LONG TERM FINANCING FOR SUBSEA IMR NEW BUILDINGS

GC Rieber Shipping has through a "club deal" with Nordea, Sparebanken Vest and SpareBank 1 SR-Bank secured long term financing for two subsea IMR new buildings due for delivery in 2010/2011. The USD 107 million loan facility has a 5-year term with a 15-year profile. Including this loan facility, the two new buildings will be approximately 75 % debt financed. Nordea is the agent for the loan facility. The new buildings are of Skipsteknisk ST-254L CD design and are being built at the Freire Shipyard (Spain). *(Source: GC Rieber)*

SRDC PARTNERS WITH ROBERT ALLAN LIMITED IN TUG BOAT BID



In an effort to help diversify the economy from the energy sector, the Shipbuilding and Repair Development Company of Trinidad and Tobago Limited (SRDC), the commercial business entity of the Trinidad and Tobago Shipbuilding and Repair Cluster - an initiative of the Ministry of Trade and Industry, Government of the Republic of Trinidad and Tobago (GORTT) - recently participated in their first bid proposal for the design and build of two

(2) Harbour Tug boats for a well known state-owned Company involved in towage and harbour operations. This comprehensive bid involved having to partner strategically with Robert Allan Ltd., one of Canada's oldest privately owned consulting Naval Architectural firms, established in Vancouver, British Columbia, Canada in 1930. The company has earned an international reputation for innovative, successful designs for a wide range of ships and has been a leader in creating cost-efficient vessels for service in the marine transportation industry. Robert Allan Ltd., provides independent professional marine consulting and design services to a worldwide client base, supported by the latest in computer-aided design and drafting technology. According to Wilfred de Gannes, Chairman and CEO of the SRDC "We are fortunate to work alongside Mr. Robert Allan and his team of naval architects who are best known for their work in the fields of tug and barge transportation, shipassist and escort tugs, fast patrol craft, fireboats, supply vessels and shallow-draft vessels." Mr. de Gannes goes on to state: "The bid proposal developed with the efforts of several local cluster stakeholders including Alstons Shipping Limited (Ansa McAl Group), Damus Limited (ISO 9000:2008 approved for fabrication of steel structures), Inter-Isle Construction & Fabrication Company Limited and Tracmac Limited (Neal and Massy Group), alongside Louisiana Machinery who are part of Caterpillar's network of Marine Excellence Centres (MEC), provides a platform to offer further ship design and build proposals on an international level." The government of Trinidad and Tobago is looking at the shipbuilding and repair sector as an important area in its diversification thrust for 2010. To learn more about the T&T Shipbuilding and Repair Cluster visit their website at (*Source: www.tts-r.com*)

INCAT CROWTHER MONOHULL CREWBOAT

Incat Crowther announced construction of a 118 ft Monohull Crewboat for the Brazilian oil giant, Petrobras. This vessel is one of the first projects to take advantage of Incat Crowther's new USA office. The vessel, under construction by ETP Engenharia Ltda in Rio de Janeiro, Brazil complies with the Petrobras specifications for the P2 type crew boat. The main cabin contains seating for 60 passengers in large reclining seats, some at tables. There are also generous luggage storage racks, a beverage counter and two toilets. Aft of the passenger accommodation is the main cargo deck, which is divided to perform two main functions. The aft area of the deck is devoted to crew transfer, allowing for safe and trouble free transfers to offshore platforms. The forward portion of the main cargo deck is configured to carry cargo, with a capacity of over 50 tonnes. Ship's crew accommodation has been arranged below decks. This accommodation consists of sleeping quarters for 10 (including two with ensembles), a galley and mess as well as a crew wet room with multiple

toilets and showers, as well as laundry facilities. In addition to the crew accommodation, below deck also houses the vessel tanks. Aside from the ship's own fuel and water, the vessel is also equipped with cargo fresh water and fuel tanks. Each of these tanks is capable of holding in excess of 30,000 litres. The wheelhouse is located on the upper deck and includes forward and aft facing control stations, with all round visibility. The upper deck also features a rescue boat with slewing davit, fire fighting monitor (10,000



litres/min) for combating off-ship fires, and direct access to both forward and aft decks. A purpose-designed transfer platform has been arranged on the foredeck to further suit the Petrobras P2 vessel requirements. The vessel will be powered by three Caterpillar C32 main engines, each driving a Hamilton HM721 waterjet. The centre drive line will be arranged to provide booster power, whilst the outboard jets will add steering functionality. A ZF3050 gearbox will provide gear reduction and clutching. A single 100 hp bow thruster will be mounted forward for station keeping purposes. The three Caterpillar main engines produce a total of 4,200 hp, giving the vessel a service speed of 25 knots. Primary electrical power is derived from a pair of Caterpillar C4.4 gensets each producing 99kw. Specifications: Length, o.a. 118.1 ft. Length waterline 108.1 ft. Beam 24.6 ft. Draft hull 3.9 ft. Passenger capacity 60. Crew. capacity 10. Ship's fuel 3,989 gal. Ship's water 1,532 gal. Cargo fuel 7,978 gal. Cargo water . 7,978 gal. Deck cargo 50.0 tonnes. Deadweight 85.0 tonnes. Service speed 25 knots. Installed power 4,200 bhp. Main engines 3 x Caterpillar C32 ACERT. Propulsion system 3 x. Hamilton HM721. Gensets 2 x Caterpillar C4.4. Survey Bureau Veritas. Construction material Marine Grade Aluminium (*Source: MarineLink; Photo: courtesy Incat Crowther*)

OLDIE FROM THE SHOEBOX

CHEBUCTO SEA

On January 10, 1986 the Greek bulker *Amphion* ex Frinton-93, Domina-86, 16565/77 en route Philadelphia to Europe with iron ore, began taking water 900 km east of Newfoundland. Despite horrific conditions CCGS *Leonard J. Cowley* managed to get to the scene and take off the crew of 34 by making multiple trips with her Zodiac. Secunda Marine brought their tug *Tignish Sea* out of refit and steamed to the scene fitted with pumps and salvage gear. It was not until January 15 that they reached the ship. With their Lloyd's Open Form (No Cure No Pay) in hand they awaited the right time to board the ship and secure it for towing. That was a four day wait. The salvage crew started the generators and the pumps managed to stem the flow. It took until February 3 to reach Halifax. Their arrival was greeted by a heavy snow fall and brisk winds. Their tug *Chebucto Sea* ex naval tug *St.Charles* went out to assist in steering the unwieldy *Amphion* into port where it was safely secured, with the assistance of *Point Halifax* and *Point Chebucto*. The crew had abandoned ship fearing hull cracks. But once the ship was examined in Halifax, it was discovered that high seas had swept away some ventilators and only minor repairs were needed to get the ship back out to sea. She sailed February 23. In 2000 *Tignish Sea* was rebuilt as an articulated tug for the barge *Sara Spencer* and has worked on the Great Lakes ever since. Last year she was laid up most of the time



however. **Chebucto Sea** was sold last year to Newfoundland interests associated with Miller Shipping and has been renamed **Matterhorn**. Conditions were less than ideal for photography on February 3. (*Tugfax – MacMackay*)

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Last week there have been new updates posted:

1. Several daily updates on the News page last week:
 - **U.S. and Canadian Icebreakers to work together on St. Clair River**
 - **Bollard pull testing becoming standard for newly classed tugs**
2. On the stories page new story is posted.
 - **Damen Introduce “Patriot”, a promising new addition to the ASD range**
3. On the fleetlist page there is a new list posted.
 - **United States Maritime Commission tugs of the V3-S-AH2 Class**
4. On the historica page there is a new article posted
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